

A CONTRAST INDEED.
Number of Advertisements in
Yesterday's WORLD... **4,619**
NO. OF ADVERTISEMENTS IN
YESTERDAY'S HERALD... **2,857**
IF YOU DOUBT IT COUNT FOR YOURSELF.

PRICE ONE CENT.

SAME FATE FOR BOTH

A Baroness Compelled to Take Poison by Her Husband.

Then the Baron and His Wife's Brother Shot the Crown Prince.

Vienna Physicians Prove that Rudolph Did Not Kill Himself.

(SPECIAL CABLE TO THE EVENING WORLD.)

LONDON, Feb. 4.—Advices from private sources of information in Vienna give some startling facts in regard to the beautiful Baroness who suicided at the same time as the Crown Prince. The husband of the lady and her brother are said to have confronted her with indisputable proof of the knowledge of a liaison existing between herself and Archduke Rudolph.

She was then urged by her husband, who is as proud a noble as the Empire boasts, and also by her brother, to redeem her fault in their eyes by taking her life.

The husband is said to have told her that if she refused to follow this advice he would shoot the Archduke dead as readily as he would his own gamekeeper under similar circumstances and that he would publish her shame at court by proclaiming it to Francis Joseph and the court dignitaries.

The poor woman cowed at the thought of disgrace, which would blight her proud name, and believing that by acceding to the demands of her infuriated husband she would retain her honor before the world and save the life of the Crown Prince, for whom she seems to have had a passionate regard, acceded to her husband's desire and took a dose of poison before his eyes, her brother looking on coldly.

The family to which the Baroness belonged it is said was of a rank and pride little below that of her husband's, which accounts for this somewhat brutal conduct on her brother's part.

As soon as they were assured of the death of the Baroness, they mounted their horses and rode in hot haste to the hunting lodge of the Archduke.

There they fully cancelled the blight cast upon their family honor by blowing out the Archduke's brains, as he lay propped up with pillows in bed waiting for his valet to bring him his coffee.

Then they rode furiously off returning at once to Vienna. Since then neither Baron nor his brother-in-law have sought concealment at all, or altered their usual habits of daily life.

The Emperor is believed to be aware of the facts in the case, and his order to publicly declare that the Crown Prince's death was suicide, an order issued by the Emperor without any consultation with Tisza, the Austrian Premier, is regarded as an attempt to screen the greater scandal.

The talk about Rudolph's brain giving evidence of insanity, and the reports of his premonition of an early death all emanated from the imperial circle or from persons falling under the personal influence by the Emperor.

The "bonnes fortunes" of the Archduke Rudolph were matter for frequent talk in the regimental armories and at the clubs in Vienna, and hardly any of his liaisons escaped the attention of the army officers and fast club set. It is a notable fact, however, in view of the course pursued by the husband and brother of the unfortunate Baroness, that her name had never been mentioned in connection with the Crown Prince.

The lady had been at Myrtille only a short time, and the fact that the Crown Prince went to the place while she was there, was not calculated to attract talk. His attentions to the lady in public were not marked, though he frequently danced with her at balls.

COULD NOT HAVE BEEN SUICIDE.

Rudolph's Wound Evidence of Murder—The Opinions of the Doctors.

(SPECIAL CABLE TO THE EVENING WORLD.)
VIENNA, Feb. 4.—The Vienna physicians who are not seeking the patronage of the Crown dispute the theory of suicide.

They hold that a revolver fired in the manner alleged by the suicide theorists would have passed clear through the head.

One of them quotes from a work by the eminent Prof. Hoffman in support of their declaration.

Details of the scenes in the death chamber have been published here.

The remains of the Prince laid in an inner coffin covered with gold cloth. The outer oak coffin is covered with black velvet and has heavy gold borders. On the lid is a large gold cross, and the sides are ornamented with gold crowns and double-headed eagles.

The remains were taken to the chapel yesterday. Prince Hohenlohe and Count Harnyad accompanied them.

A sarcophagus of marble will be built for the body to rest in. Until this is done it will lie in a vault.

Numerous strangers have been to the city to view the remains.

The numerous provincial deputations have been requested not to attend the funeral.

Consoling Words from the Pope.

(SPECIAL CABLE TO THE EVENING WORLD.)
ROME, Feb. 4.—A telegram giving full details, as far as known, of the death of Crown Prince Rudolph was received by the Pope from Emperor Francis Joseph. The Pope having replied, received another message stating that the greatest consolation he can now have on earth is the comforting words of the Pontiff.

The Hapsburgs Ghost Haunted.

(SPECIAL CABLE TO THE EVENING WORLD.)
BERLIN, Feb. 4.—The Duke and Duchess of Cumberland attended services here yesterday. The preacher, a Lutheran, referred to

a rumor that the late Crown Prince Rudolph had spoken of the Hapsburgs being haunted by a ghost.

The Czar Will Not Attend in Person.
(SPECIAL CABLE TO THE EVENING WORLD.)
ST. PETERSBURG, Feb. 4.—The Czar will not attend the funeral of Crown Prince Rudolph, as requested by Emperor Francis Joseph. The Czar's brother, Grand Duke Alexis, has been deputized to attend in his place.

TWO SUNDAY SUICIDES IN HARTFORD.

A Station Agent Shoots Himself—A Deserter Woman Takes Laudanum.

(SPECIAL CABLE TO THE EVENING WORLD.)

HARTFORD, Conn., Feb. 4.—A woman who has been living with Douglas Campbell, formerly a station agent and toll taker at the railroad bridge station, of the N. Y., N. H. & H. railroad, committed suicide yesterday by taking laudanum. She was about thirty-five years of age, had been here only about two months and her antecedents are not known.

Harvey E. Pryor, for the past ten years, station agent and toll taker at the railroad bridge station, of the N. Y., N. H. & H. railroad, committed suicide yesterday by taking laudanum. She was about thirty-five years of age, had been here only about two months and her antecedents are not known.

There was no trouble. It was almost oppressively quiet in the avenues.

Thirty policemen loitered about the depot. Three or four were clustered at each corner along the route. Two rode in each car.

Capt. Druhan and 150 men waited to receive the cars reaching South Ferry.

There were not many applicants for positions at the depot this morning. The trouble of Saturday is believed to have kept many away. One man who did apply was an old New York driver.

It was reported during the forenoon that Deacon Richardson had come to New York on a still hunt for men, and that he was looking for them among the cheap lodgings.

Those with whom he made a bargain, it was said, were instructed to appear at the depot with paper and pencil in hand, to pose as reporters.

The Deacon appeared at his office at 9 o'clock this morning, ready for business.

One of the first things he did was to summon before him Driver Thain, who is under bonds for discharging his revolver on Saturday.

"Are you ready to go down to-day?" asked the Deacon.

Thain responded affirmatively.

"Have you got your revolver with you?" Another affirmative.

Then the Deacon asked for somebody's revolver for himself, and when one was handed to him he put it in his pocket.

"I can use it, if necessary," said he.

Young Mr. Richardson had watched his father's operations, not without apprehension.

"Whatever you do, father," said he, "don't pull that. Shoot through your coat."

At 10 o'clock, the Company claimed to have thirty-two cars and said they would make one hundred trips during the day.

The strikers disputed this. In the Executive Board it was reported that pickets had kept off the cars, and that only three had gone to South Ferry.

It is understood that a meeting of the Board of Arbitration has been called for 10 o'clock to-morrow morning at the Supervisors' chamber.

A BRIGHT AUTHORESS GONE.

Mrs. Mary H. Fiske's Illness Proved Fatal This Morning.

Mrs. Mary H. Fiske, one of the brightest of newspaper correspondents and feuilletonists, died at her home in West Ninety-third street this morning, after an illness of a few days' duration.

Mrs. Fiske was the well-known "Giddy Gusher" of the Mirror, and her bright, sympathetic contributions gained many readers for that paper.

Her policy was to espouse the cause of those whom she considered unduly oppressed, and she was not afraid to say exactly what she thought.

Mrs. Fiske was born in Hartford, Conn., and was the wife of Stephen Fiske. At the age of sixteen she used to write plays for Charles Fox, who produced them at the Old Edwards theatre, and on one occasion she appeared herself on the stage, but never after that occasion. She also lectured very successfully.

Mrs. Fiske has corresponded for the St. Louis Republic, the Chicago Tribune-Herald and Times, and the Washington Post and Herald.

She recently wrote "Philip Herne" for Josephine, and its production at the Fifth Avenue Theatre was of recent occurrence. It is understood that Mrs. Fiske was working upon two other plays. She recently adopted a little baby found in the Westchester County woods. She called the boy Philip Herne.

BROOKLYN'S QUIET. HE IS COMING HERE.

Cars Running Without Trouble on the Lately Tied-Up Roads.

Notwithstanding Which, the Deacon Borrows a Ready Revolver.

Strikers and the Company Differ as to the Number of Running Cars.

A car on the lately tied-up Brooklyn surface road left the stables at Third and Atlantic avenues at 7 A. M. to-day on its way to Greenwood.

Eight minutes later another car started for South Ferry.

Again an interval of eight minutes and then the third car went out bound for the bridge.

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THE ROADS UNTYING.

More Cars Running To-Day Than on Saturday.

The Second Avenue and Belt Lines Opened.

Mr. Magee Insists that the Strike Is Not Broken.

Chief Murray Says that It Is Practically Over.

No Interference with the Cars by the Strikers.

The second week of the tie-up opened to-day with more activity among the street railroad roads.

The roads, with the aid of the police, are running more cars than on Saturday.

The Second and Eighth Avenue companies are running a few cars each to-day, and cars were set in motion this morning on the Belt Line under police protection.

Master Workman Magee states to an EVENING WORLD reporter that only 130 cars are running out of four or five times that number which are run by the tied-up roads ordinarily.

Mr. Magee is probably misled regarding this point, as there is a much larger percentage of cars running.

The companies say that many of their striking employees have returned to them as they are at work.

Master Workman Magee denies this, and says that only a scattering few of the strikers have weakened.

No acts of violence have marred the serenity of the day, and matters have gone on peacefully on all sides.

Some of the Seventh Avenue cars are also running to-day.

The companies say that the strike is at an end so far as their several lines are concerned, but Master Workman Magee declares that the strike will not end till the grievances of the men have been righted.

CHIEF MURRAY SAYS IT'S OVER.

Supt. Murray said at 9 o'clock this morning that the strike was practically over. He expected cars would be running on every line in the city before sunset.

Reports from his inspectors were to the effect that sixty-eight cars were running on the Sixth Avenue line, fifty on Broadway, eight on Eighth Avenue, twenty on Second Avenue, twelve on the Central Croton street line and twenty-eight on Grand street.

The Third and Fourth Avenue, Bloeker street and Broadway lines were, he said, running their full complement of cars. The Second Avenue cars had been started.

The Seventh and Ninth Avenue lines notified Chief Headquarters early to-day that they would begin running cars this afternoon.

FOURTH AVENUE IN WORKING ORDER.

Cars began running from the depot of the Fourth and Madison Avenue road at 7 o'clock this morning, and at 8:30 a full complement of seventy-two cars were running between the Post-Office and Eighty-sixth street on one and one-quarter minutes' headway. From that time on, every twenty extra cars will be sandwiched in between the others to accommodate the heavy traffic of the downtown business closing hours. The cars will run till late this evening with a policeman on each car.

No cars are running on the road above Eighty-sixth street, though Supt. Skitt says he has 120 drivers, 150 conductors and 150 stables of the railway company. Cars began running at 8 o'clock this morning on four minutes' headway, which was reduced to two minutes at 8:30 o'clock.

Supt. Newell says he has 300 men and at least the stables swarmed with them. Each car is manned by a new conductor and driver, who are initiated by an old conductor and stables and all cars will run till 7 o'clock this evening. Two policemen accompany each car.

SIXTH AVENUE CARS RUNNING ON TWO MINUTES' HEADWAY.

Sixth Avenue cars began running at 6:58 this morning, and at 8:30 a full complement of seventy-two cars were running between the Post-Office and Eighty-sixth street on one and one-quarter minutes' headway. From that time on, every twenty extra cars will be sandwiched in between the others to accommodate the heavy traffic of the downtown business closing hours. The cars will run till late this evening with a policeman on each car.

SEVENTH AVENUE CARS RUNNING ON TWO MINUTES' HEADWAY.

Seventh Avenue cars began running at 6:58 this morning, and at 8:30 a full complement of seventy-two cars were running between the Post-Office and Eighty-sixth street on one and one-quarter minutes' headway. From that time on, every twenty extra cars will be sandwiched in between the others to accommodate the heavy traffic of the downtown business closing hours. The cars will run till late this evening with a policeman on each car.

EIGHTH AVENUE CARS RUNNING ON TWO MINUTES' HEADWAY.

Eighth Avenue cars began running at 6:58 this morning, and at 8:30 a full complement of seventy-two cars were running between the Post-Office and Eighty-sixth street on one and one-quarter minutes' headway. From that time on, every twenty extra cars will be sandwiched in between the others to accommodate the heavy traffic of the downtown business closing hours. The cars will run till late this evening with a policeman on each car.

NINTH AVENUE CARS RUNNING ON TWO MINUTES' HEADWAY.

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Williams and eight big patrolmen from the Eighty-sixth street station, the very same men who took out the first car run on the Sixth Avenue line.

They are Officers Flaherty, O'Sullivan, Pavy, Adams, Hart, Ryan, Wagner and Schneider, and with the giant front of the Inspector looming up among them it would take a good deal more nerve than an ordinary mob of hoodlums possesses to offer to give them any trouble.

There was a patrol wagon in front with fifteen policemen under Detective-Sergt. Price, and reserves were stationed all along down the avenue. Charles Boehm was the driver and William Frank the conductor.

A small crowd at the corner of Ninety-sixth street yelled derisively as the car came out of the stable, but they were quickly chased out of sight by Capt. O'Connor's men.

After the first car had started several others were run out in quick succession, each manned by eight policemen and a sergeant or roundsman from the force on hand.

Before 10 o'clock there were twenty cars running on the line. They only went as far as Astor place and Broadway, and then returned to the stables. It is the intention of the Company to run on schedule time on this route for the rest of the day.

At 10:15 a car was started for Harlem on the Second Avenue road. Between the Hundred and Thirtieth and One Hundred and Fortieth streets there was a place where a rail had been torn up. There was no one about. The rail was replaced and the car went on its way.

At 10:30 a car was started for Harlem to Astor place and there was no trouble experienced anywhere on the line.

THE BELT LINE OPENED.

At seven minutes before noon to-day a car was hauled outside the door of the Belt Line stables in Tenth Avenue.

There was a large and rather noisy crowd with the strike, or for some other occult cause, the horses balked at that point and a new team had to be put on.

Supt. Harris then took the lines, and with Inspector Hyman, four policemen and eight reporters as passengers, the car went on up the avenue to Fifty-ninth street.

The intention was to run to First Avenue and back.

A second was started soon after, in the same direction. The team attached to this car went to the opposite extreme from that of the first, and the car of the track at the beginning of the trip.

Three other cars followed the two already out and it was proposed to start ten more. At the first ones went up the avenue and each carried five policemen.

At the stables, ready for duty, were seven drivers and twenty conductors, two of the number being old employees.

There was a large and rather noisy crowd all up and down the street, but the cars were not interfered with.

A posted notice stated that all men applying for work to-day would be received, but that after to-day no strikers would be taken back.

Fifty men have been engaged in Rochester, where Foreman Harrison, of the stables, went yesterday, and they will be on hand to-morrow.

IS THE STRIKE WANING?

The Leaders Say It Is Not, and Insist that the Strikers Are Firm.

At the headquarters of the Executive Board of District Division No. 1, at Wendell's Casino, at Ninth Avenue and Forty-fourth street, this morning, members of that body put in an early appearance.

All present said the strike was not on the wane in reality and it would be maintained till the desired end is reached—the recognition of their organization. Meetings of the local assemblies are held every morning and the number of strikers is ever increasing.

Members of the Executive Board were by no means over-optimistic that they are the servants of the men, and whatever the latter determine to do the Board will carry it out.

The Board will not waver in its determination to represent the facts by statements that they are now operating the roads with competent help in their effort to win the strike.

The best evidence of this fact are the reports of the Executive Board, which show that their cars with two men, one to drive and the other to apply the brake. And with all their efforts to place their tied-up cars on the road in the morning, the fact is, yesterday's reports will show how poorly they are succeeding.

Here Mr. Magee gave the reporter the figures, which showed that only 130 cars were running where before the tie-up 1,494 were running.

It will be seen that